

Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 21st March 2018

Total	Risk A	Risk B	Risk C	Risk D	Risk E
4	1	1	2	0	0

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Cause/Risk Statement	ICAO Risk
2017283	20 Dec 17 1549	B787 (CAT)	Drone	5129N 00007W 12nm west Heathrow 4000ft	London TMA (D)	<p>The B787 pilot reports that he was in level flight, stabilised on approach to RW27R at Heathrow, when the crew saw what appeared to be opposite direction oncoming 'rotor-wing' traffic which passed very closely above and slightly to the right. The extremely fast crossing speed precluded any chance of positive identification or initiation of evasive action. The crew noted that the object looked like a miniature remote controlled helicopter, about the size of a volley ball, rather than a typical flat or star shaped multi-rotor drone. ATC was asked whether there was any proximate helicopter traffic. However, ATC reply discounted the possibility of any conflicting traffic. Normal approach and landing followed and after passenger disembarkation two Police Officers boarded the aircraft to take a provisional statement from the crew.</p> <p>Reported Separation: 100ft V/50ft H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown beyond practical VLOS limits such that it was endangering other aircraft at that altitude and position. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the B787.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	A
2018028	22 Feb 18 1030	EC135 (Civ Comm)	Drone	5156N 00052W Winslow, SW Milton Keynes 1500ft	London FIR (G)	<p>The EC135 pilot reports that he was on a VFR transit at 1500ft and receiving a Basic Service from Brize ATC when he passed an object, believed to be a quadcopter style drone. The encounter happened very quickly, but the drone appeared too small to be a full sized aircraft, yet quite large for a drone. It did not appear to be climbing and so was not a helium balloon. He reported the incident to Brize ATC, who subsequently informed him that they observed a small primary contact on the radar.</p> <p>Reported Separation: 100ft V/150m H</p>	<p>The NATS area radars did not have any primary returns in the vicinity that could have been the drone.</p> <p>Cause: Although on the edge of the practical limits of VLOS, nevertheless, the drone was entitled to operate at that location and altitude, was not being flown in proximity to airfield approach paths etc and so was not endangering other aircraft. The Board agreed that the incident was therefore best described as a conflict in Class G.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	C

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Cause/Risk Statement	ICAO Risk
2018030	21 Feb 18	E190 (CAT)	Drone	5129N 00007W ODLEG 2000ft	London/City CTR (D)	<p>The Embraer 190 pilot reports that a large black multi-rotor drone passed down the left side as they were approaching ODLEG. No avoiding action was necessary. The drone appeared to be stationary at first, before then tilting and flying south in the opposite direction. The incident was reported to ATC and the Police met them on a later flight to take the details.</p> <p>Reported Separation: 0ft V/100m H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown beyond practical VLOS limits such that it was endangering other aircraft at that altitude and position. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the E190.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B
2018032	14 Feb 18	F15 (Foreign Mil)	Drone	5228N 00042E 7nm NE RAF Lakenheath 1900ft	London FIR (G)	<p>The F15 pilot reports that he was on the ILS approach when both crew saw something go down the right side of the aircraft. They both thought that it was not a bird but that it could be a 'gyrocopter' or some type of UAS. The pilot advised the crew in an aircraft that was behind them on the approach who did not see anything.</p> <p>Reported Separation: 100ft V/100m H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown beyond practical VLOS limits such that it was endangering other aircraft at that altitude and position. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the F15.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	C